

# Complete Streets in New Jersey

## Translating Policy into Action

**Debra Kingsland**

**New Jersey Department of Transportation**

9<sup>th</sup> Annual Cape May County Transportation  
Infrastructure Conference

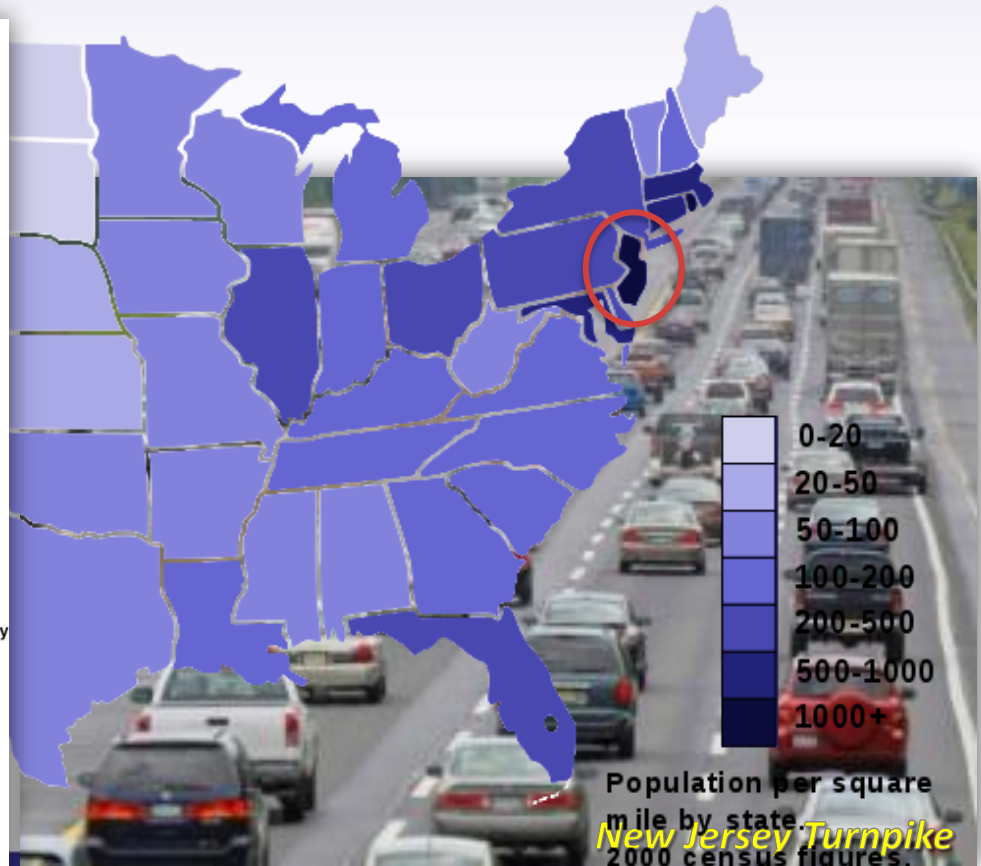
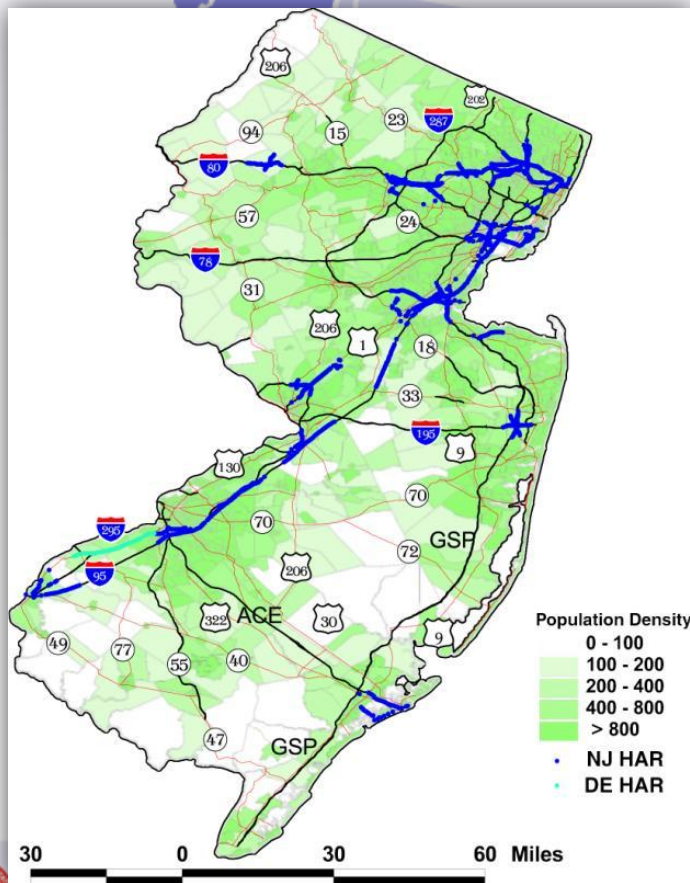


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# Density, Density, Density

- Aim is to create a comprehensive, multi-modal network of transportation options



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# Taking Our Cue From the Locals

## Montclair's vision:


“A commitment to creating a comprehensive, integrated, connected street network that safely accommodates all road users of all abilities and for all trips.”



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# Existing Bicycle and Pedestrian Policy

		<b>DEPARTMENT OF TRANSPORTATION POLICY/PROCEDURE</b>		Policy No. 703 Supersedes: 1.409 Page 1 of 2
<b>SUBJECT:</b> NJDOT Bicycle and Pedestrian Policy		Effective Date: 08-07-89	Commissioner Approval: Sponsor Approval: Pippa Woods Contact Telephone #: 530-8062	

I. PURPOSE

To outline Department Policy in regard to addressing bicycle and pedestrian travel in the planning, design, construction and operation of transportation facilities funded or processed by NJDOT, and the development and implementation of transportation programs.

II. DEFINITIONS

N.A.

III. POLICY

Bicycling and walking are viable and important travel modes and offer untapped potential for meeting transportation needs and providing recreational and health benefits. Provisions for bicycling and walking are important and necessary elements of comprehensive solutions to transportation problems and needs. Opportunities should be actively sought to address transportation needs and deficiencies through the provision of bicycle and pedestrian accommodations. These modes can also supplement transit use and replace motor vehicle trips by serving short trips.

It is the Department's policy to provide non-motorized travel options by routinely integrating bicycling and walking into transportation systems and promoting bicycling and walking as a preferred choice for short trips.

Bicycle and pedestrian issues will be routinely addressed as part of the activities of all units of the Department. Basic research and data gathering efforts should include data collection and analysis for the non-motorized modes. Beginning at the earliest stage of needs analyses and problem definition, and continuing through the entire project development process, bicycle and pedestrian travel needs shall be incorporated in the planning, scoping, design, construction, and management of all transportation projects and programs funded or processed by the NJDOT.

Transportation facilities are to be designed and constructed, and maintained to accommodate use by bicycle and pedestrian traffic. Additionally, independent projects will be initiated to address bicycle and pedestrian access and safety needs or opportunities or correct deficiencies in the transportation system which will inhibit the use of these modes. Where needs or opportunities are identified, roadway improvements, bikeways, walkways or other facilities intended to encourage or support travel by bicycle or walking should be designed and constructed.

IV. AUTHORITY

N.J.S.A. Title 27

- Policy No. 703 (August 7, 1989)
- “Opportunities should be **actively sought** to address transportation needs and deficiencies through the provision of bicycle and pedestrian accommodations.”
- “Where needs or opportunities are identified....bikeways, walkways or other facilities intended to **encourage or support travel by bicycle or walking** should be designed and constructed.”

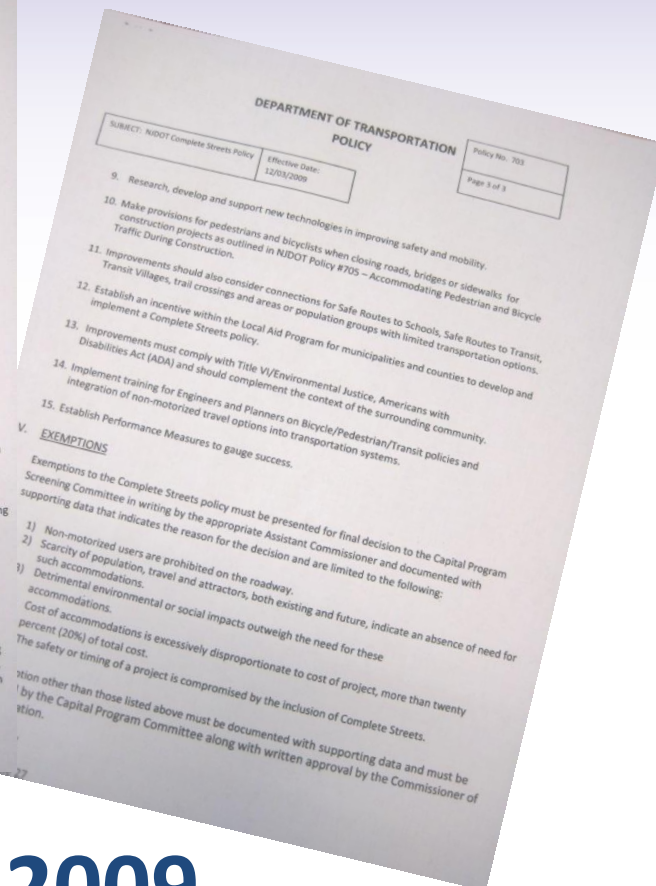
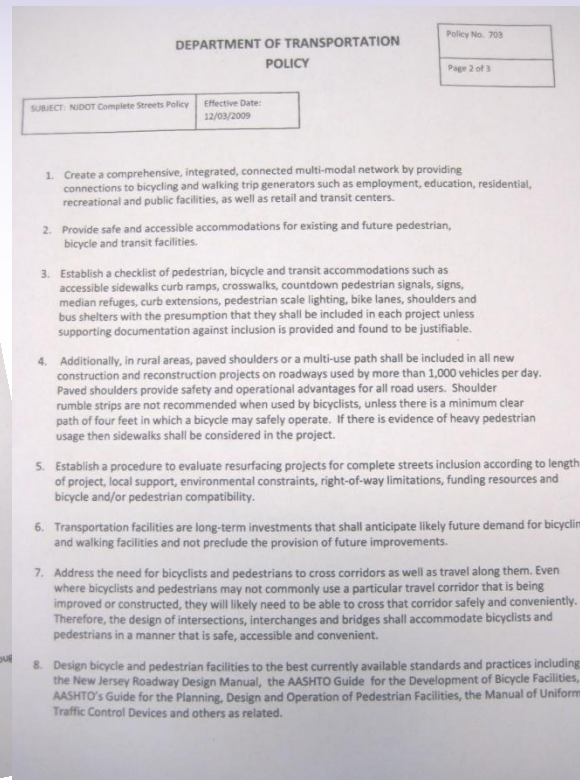
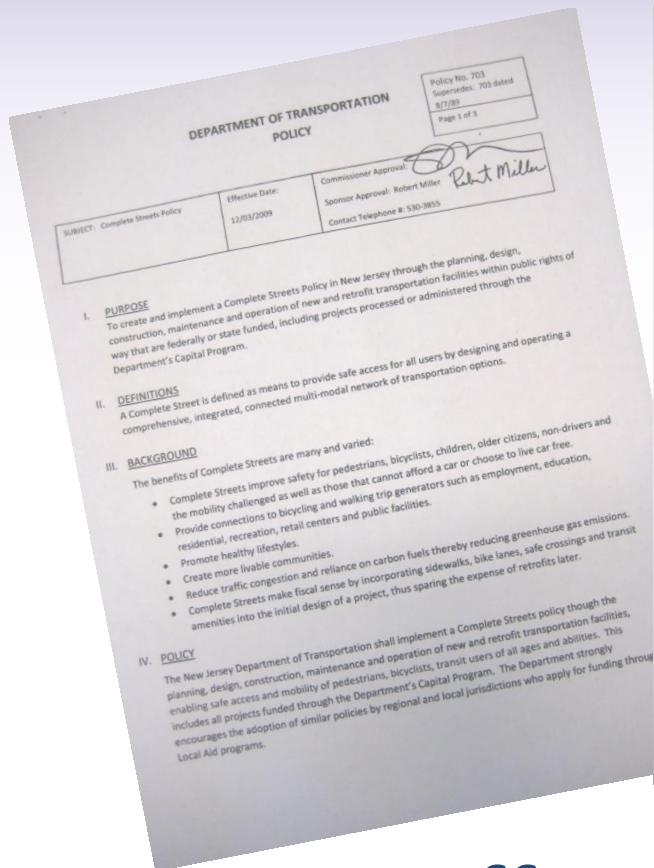


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# New NJDOT Complete Streets Policy



## Effective December 2009

### Complete Streets in New Jersey



# NJDOT's Complete Streets Policy

- NJDOT's Policy **received the highest ranking from the National Complete Streets Coalition** among communities and states that have adopted formal Complete Streets policies.

## Top Policies

New Jersey Department of Transportation – *Policy No. 703*

Louisiana Department of Transportation – *Complete Streets Policy*

State of Minnesota – *Statutes 174.75*

State of Connecticut – *Public Act 09-154*

Mid-Ohio Regional Planning Commission – *Complete Streets Policy*

Bloomington/Monroe County, IN Metropolitan Planning Organization – *Complete Streets Policy*

Hennepin County, MN – *Complete Streets Policy*

Lee County, FL – *Resolution No. 09-11-13*



**NATIONAL  
COMPLETE STREETS  
COALITION**



**Complete Streets in New Jersey**





From Policy to Action

# WHY ARE WE NUMBER ONE?



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# Why Are We Number One?

## . Top Down Leadership

“NJDOT is confident that Complete Streets policies will pay off in terms of increased **long-term safety for all users** of New Jersey’s roads. The investments we make in **good design now** will pay dividends for generations.”



-- James S. Simpson, Commissioner, NJDOT



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# Why Are We Number One?

## . Strong Policy

**NJDOT's policy includes all six ingredients:**

1. Creates comprehensive, integrated multi-modal network
2. Considers all users and modes
3. Applies to all phases of new or retrofit projects
4. Design to best available standards
5. Specific criteria and procedure for exemptions
6. Strong implementation process



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# Why Are We Number One?

## . Built-In Implementation Process

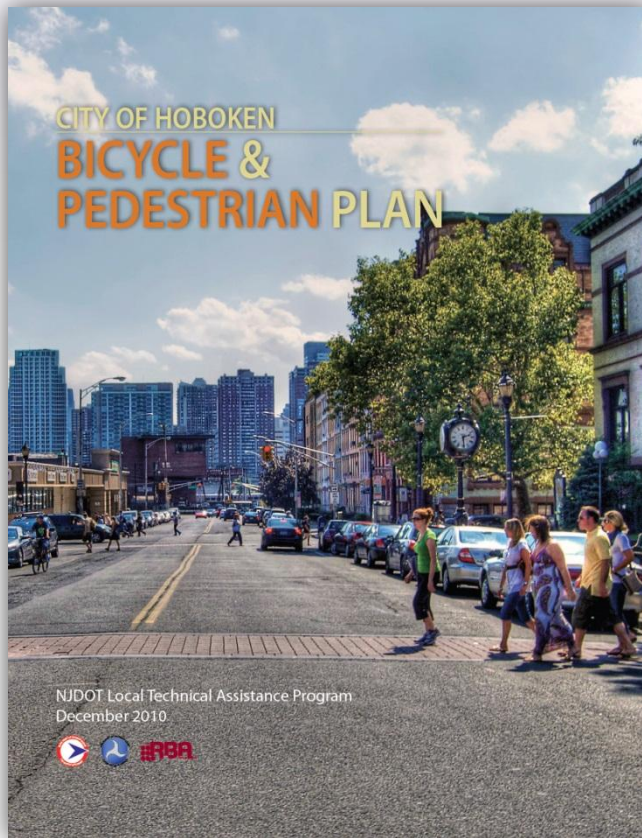
### The policy identifies steps for implementation

1. “Establish a checklist of pedestrian, bicycle and transit accommodations...”
2. “Establish a procedure to evaluate resurfacing projects...”
3. “Establish an incentive within the Local Aid Program for municipalities and counties to develop and implement a Complete Streets policy.”
4. “Implement training for Engineers and Planners...”
  - Added emphasis on statewide outreach and training initiatives
5. “Establish Performance Measures...”



# Why Are We Number One?

## . Historical Investment in Local Planning



- Provide technical assistance for bike/ped planning studies **for and with the locals**

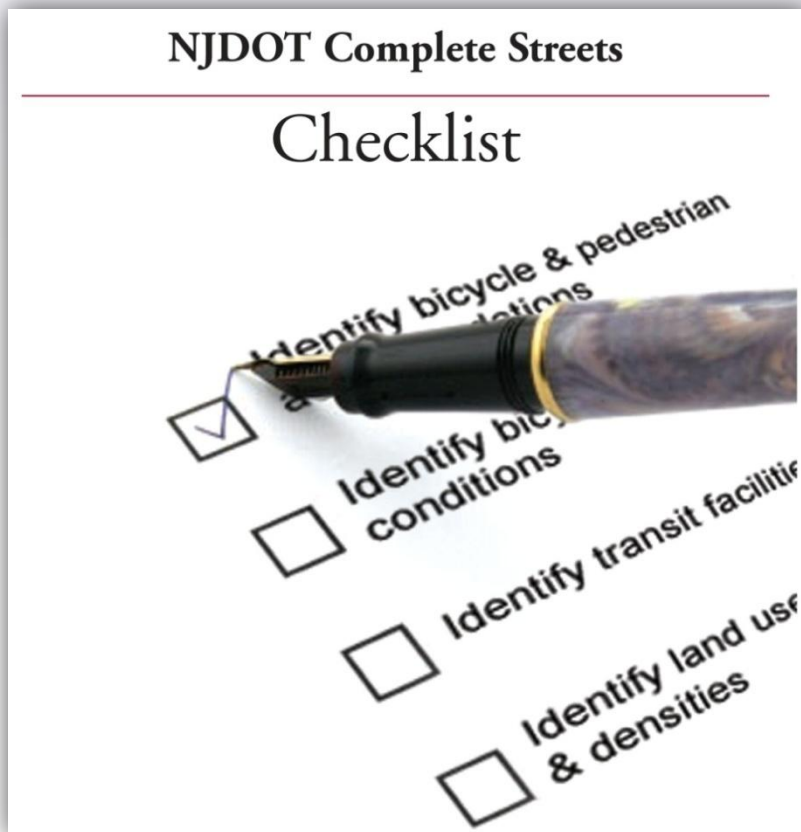


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# Why Are We Number One?

## . Change to In-House Procedures



1. Subject Matter Experts review now included as part of the Pipeline process.
2. Changed guidelines for pipeline process to include Complete Streets.
3. Developed a checklist for CPM to ensure Complete Streets inclusion in all department projects.



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# Why Are We Number One?

## . Change to In-House Procedures



Route 70, Cherry Hill, NJ

4. Incorporated Complete Streets into the Local Aid program
5. Curb Ramp Inventory and Implementation
6. ADA Transition Plan/Policy
7. Resurfacing Projects



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# Why Are We Number One?

## . Internal Staff Training



Photo source: RBA Group

1. Trained all in-house NJDOT engineering and planning on complete streets
2. Trained all new Civil Engineer Trainees

# Why Are We Number One?

## . Investment in Community Outreach



1. Conducted CS Summit (October 2010)
2. Conducted regional workshops on policy and design for Complete Streets (Spring 2012)
3. Created NJ Complete Streets Implementation Guidebook
4. Created CS Video



# Why Are We Number One?

## . Incentives



1. Provide incentives to Municipalities for adopting and implementing Complete Streets Policies
2. Add CS into the scoring for grants



# Why Are We Number One?

## . Transparency Exemptions



The following is a list of NJDOT projects that have been exempted by the policy:

- **Route 173 Pohatcong Creek Bridge Replacement Project**  
(Preliminary Engineering)  
Greenwich Township, Warren County  
Exemption #2. However, an 8 foot shoulder is provided.
- **Routes 49/50 and 47/347 Corridor Enhancements Intelligent Transportation Systems (ITS) and Operational Improvements**  
(Final Design)  
Dennis Township, Cape May County  
As this is an ITS project, there are no bicycle or pedestrian issues.
- **Route 22 over Chestnut Street (County Route 626) Bridge Replacement**  
(Final Design)  
Union Township, Union County  
Exemptions #3 and #4. However, 8 foot shoulders were maintained for bicyclists and pedestrians.
- **Route 29 (Drainage Project)**  
City of Trenton, Mercer County  
As this is a drainage project, there are no bicycle or pedestrian issues.

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# Why Are We Number One?

## . Our Success Stories

### Route 36 Highlands Bridge



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Photo sources: RBA Group

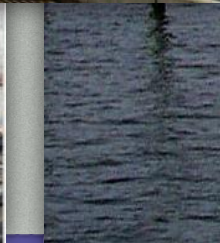
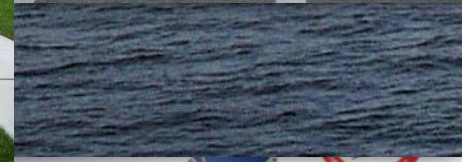




# Why Are We Number One?

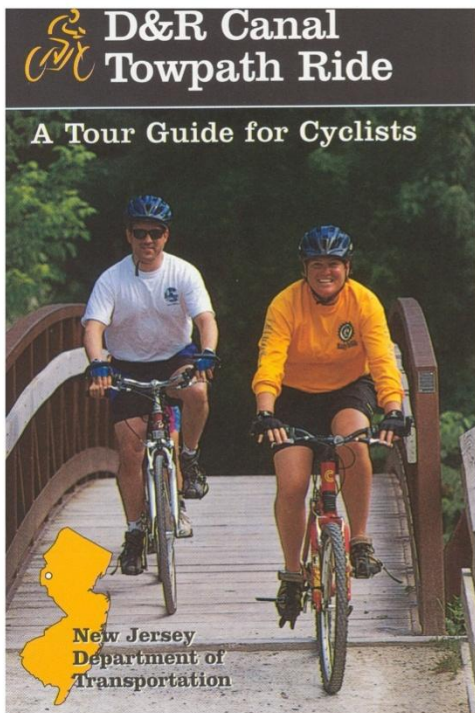
## . Our Success Stories

### Route 52 Causeway



# Why Are We Number One?

## . Motivated Staff



- Bike/Ped Coordinator - Commissioner rapport
- Constantly looking at new standards in best practices
- Continue to strive to improve implementation and high ranking



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# Why Are We Number One?

## . We Keep Going...



- Currently developing Performance Measures
- Establishing a procedure for including Complete Streets features in most resurfacing projects
- Investing with federal and state dollars

# Why Are We Number One?

## . And Going...



- Complete Streets is our **priority**
- A national leader in Complete Streets Policy among Transportation Agencies

# Why Are We Number One?

## . Our COMMITMENT!

We are a national LEADER because we have made a **commitment** to plan, design, construct, and maintain NJ State Highways for all users.



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# Local Policy Adoption in New Jersey

## Adopted in 4 Counties plus 50 Municipalities

### New Jersey Counties

1. Essex
2. Monmouth
3. Mercer
4. Hudson

### New Jersey Municipalities

- |                   |                  |                    |
|-------------------|------------------|--------------------|
| 1. Atlantic City  | 19. Hopewell     |                    |
| 2. Bloomfield     | 20. Irvington    | 37. New Brunswick  |
| 3. Califon        | 21. Jersey City  | 38. New Providence |
| 4. Cape May       | 22. Lacey        | 39. North Wildwood |
| 5. Chatham        | 23. Lambertville | 40. Ocean City     |
| 6. Denville       | 24. Lawrence     | 41. Pleasantville  |
| 7. Dover          | 25. Linwood      | 42. Point Pleasant |
| 8. Emerson        | 26. Mantua       | 43. Princeton      |
| 9. Fair Haven     | 27. Maplewood    | 44. Raritan        |
| 10. Freehold      | 28. Maywood      | 45. Red Bank       |
| 11. Frenchtown    | 29. Medford      | 46. Ridgewood      |
| 12. Glen Ridge    | 30. Middle       | 47. Toms River     |
| 13. Gloucester    | 31. Montclair    | 48. Trenton        |
| 14. Hackensack    | 32. Montgomery   | 49. Vineland       |
| 15. Hackettstown  | 33. Montvale     | 50. West Windsor   |
| 16. Harvey Cedars | 34. Morristown   |                    |
| 17. Hoboken       | 35. Netcong      |                    |
| 18. Hopatcong     | 36. Newark       |                    |



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